The Marine Record.

ESTABLISHED 1878.

VOL. XV. CLEVELAND, OHIO, MARCH 31, 1892. NO. 14

Maritime Law.

COLLISION—VESSELS MEETING IN FOG—DUTY TO STOP ON HEARING FOG SIGNALS NEAR AT HAND.

U. S. District Court, Southern District of New York.

The freight and passenger steamboat S. A. Jenks when nearing New York on the Hudson River, ran into a fog so thick that vessels could not be seen more than 150 feet; she therefore hauled in toward shore to keep in sight of the piers. The Midland, a ferryboat, followed her usual course in thick fog—of keeping the line of the New York shore to 60th St. and crossing from there. Each vessel heard the fog signals of the other near at hand, and both stopped their engines, but neither reversed until the other was seen. Held, that under the circumstances the navigation of the boats near the shore was not a fault, but on such a dense fog, with whistles sounding near at hand and ahead, it was the duty of both to come to a standstill on the water by reversing until their respective positions were ascertained. As each was in this respect chargeable with the same fault, the damages were divided. Brown, J., November 20th, 1891.

District Court, S. D. New York. January 14, 1892.

Cost and Fees—Marshal's Commission—Rev. St. §—Possessory Suit.—In a suit to recover poseession of a vessel, where the marshal seizes and takes possession of the vessel, and, on settlement of the suit, delivers up possession of the property subject to his fees, he is entitled to his regular commissions on the value of the vessel, under Rev. St § 829, besides keeper's fees, though the claim was not for a money demand.

District Court, E. D. Pennsylvania. January 5, 1892.

Shipping—Liability for Personal Injuries—Seamen Unloading Cargo.—Libelant, a seaman engaged in unloading wood from a vessel, was hurt by the fall of a tier of wood, caused by the mate's withdrawal of a cleat. The removal of the cleat was necessary in order to unload the vessel, and was affected in the ordinary and proper manner, and after repeated warnings, which were heeded by all the men at work except the libelant. Held, that no negligence could be imputed to the mate, as he was justified in believing that libelant would heed the warnings.

Circuit Court of Appeals, Second Circuit. Nov. 14, 1891.

1. Collision—Steam and Sail—Lookout.—A sailing vessel is entitled to assume that a steam vessel, approaching her, is being navigated with a proper lookout, and with reasonable attention to the obligations laid upon her.

2. Same—Duty of Sail Vessel—Beating Out Tack.—A sailing vessel, beating in the vicinity of a steam vessel, is not obliged to run out her tacks, provided her going about is not calculated to mislead or embarrass the steam vessel.

3. Same—Statement of Case.—A tug was going up about the middle of the North river on a clear morning, and was gradually overtaking a sloop, which was beating up the stream. The tug had no lookout, other than her master at the wheel. The sloop went from one track to another, when about 1,000 feet from shore, and the tug soon after struck and sank her. The tug claimed that the change of course was the cause of the collision. The court found that the tug had ample time to have avoided the sloop after her going about, and accordingly held, that the tug was solely in fault for keeping a defective lookout.

Circuit Court of Appeals, Second Circuit. Dec. 14, 1891.

1. Collision—Fog Signals by Sailing Vessel—Mechanical Fog Horn.—By a collision, during a fog, between a steam ship and a schooner, the latter received injuries from which she sank. The schooner had no mechanical fog horn, and, though the horn which she had was sounded, it was not heard by those in charge of the steam ship. Held, that the failure of the schooner to have and use an efficient fog horn, to be sounded by mechanical means, as required by statute, was at least a contributing cause of the collision.

2. Same—Reducing Rate of Speed of Steam Ship.—A steam ship, failing to reduce her speed, when going through a fog in one of the main lines of ocean travel between New York and Europe, to such a rate as will admit of her being brought to a stand still within the distance at which, in the condition of the fog, she can discover another vessel, is guilty of a fault rendering her responsible for damages in case of a collision which might have been avoided if her speed had been less.

3. Same—Mutual Fault—Division of Damages.—Where the loss of a schooner by collision with steam ship in a fog is caused by an improper rate of speed on the part of the steam ship, and the want of a proper fog horn on the part of the schooner, the damages must be divided.

Circuit Court of Appeals, Ninth Circuit. Jan. 19, 1892.

1. Collision—Duty of Steamer on Meeting Sail Vessel.—On the morning of April 7th, 1886, the steam ship State of California was bound for San Francisco, and, when a short distance outside the heads, sighted the barkentine Portland, two points off her starboard bow, and near two miles distant, bound for the same place. No lights were observed on the barkentine, and the master of the steamer, supposing that the courses of the vessels were nearly parallel, neither reversed his engine nor slackened his speed, but steamed on his course at the rate of 13 knots an hour. The night was dark, but clear, and the courses of the vessels were, in fact, nearly at a right angle. The barkentine was on the starboard tack, sailing close-hauled upon the wind, and continued her course until the steamer was within 300 yards of her, and apparently about to strike her amidships, when she was luffed into the wind, thus slackening her speed, and turning her bow to starboard and away from the steamer. The latter, without changing her course or abating her speed, undertook to steam across the bows of the barkentine, when they collided, the bow of the barkentine coming in contact with the steamer just abaft her beam, and both were seriously injured. The lights were burning on the barkentine, but the proof was not satisfactory that they were sufficient, and such as required by law. Held, that the steamer was in fault, on sighting the sail, in not reversing her engines, or slackening her speed, until the course of the barkentine could be certainly ascertained, and then it was her duty to keep out of the way; and therefore the damage occasioned by the collision ought to be divided.

2. Flare Up, When Shown by Sail Vessel.—Section 4234 of the Revised Statutes, requiring a sail vessel to show a torch on the quarter on which a steam vessel is approaching her, is superseded by article 11 of the "International Regulations," so far as the high seas and the coast waters are concerned.

3. Finding of Fact by the Circuit Court.—The law limiting the Supreme Court, on an appeal in admiralty, to a review of the findings of the Circuit Court, on questions of law merely, does not apply to this court.

About 4 o'clock on the morning of April 7th, 1886, a collision occurred between the steam ship State of California and the barkentine Portland, a short distance outside the heads of the San Francisco bay.

The material findings of the Circuit Court are to the effect that the lights on the steamer were in good condition, and were seen by the men on the barkentine half an hour before the collision; that the red light of the latter was not displayed, or was burning dimly; that the sail of the Portland was seen by the master and lookout of the steamer 4 or 5 minutes before the collision, while she was about a mile and a half distant, and "the absence of the red light led the master of the steamer to believe that the two vessels were sailing on nearly the same course, and therefore he did not reverse his engine, or slaken speed;" that the steamer was running at the rate of 13 knots an hour, was 315 feet in length, and could have been stopped in five times her length; that if, on first sighting the Portland, the engines of the California had been reversed, the collision would not have occurred, but she neither reversed her engines, slackened her speed, nor changed her course; that the Portland had a torch on board, but did not exhibit it, nor was it satisfactorily shown that the lights of the Portland were such as were required by the United States Statutes; and that, about five minutes before the collision, the Portland was, by order of the mate, luffed in the wind, "thereby arresting her headway, and throwing her more into the track of the steamer;" and concluded that the collision resulted from the neglect of the Portland to show a proper and sufficient red light.

Upon these findings the steamer must be held in serious fault, in not reversing her engines or slackening her speed when the lookout reported "a sail on the starboard bow." The master had no right to suppose that the vessel was on the same course with the steamer, and therefore there was no danger of collision. Seeing no light at all, he had no right to indulge in any supposition. It was his duty to stop at once, or slacken his speed, so as to simply hold his way until the course of the barkentine was ascertained.

The mate, Peterson, testifies that, about 5 minutes before the collision, he gave the order to put the vessel close to the wind.

It is possible he is mistaken about the time, and that the order was given less than 5 minutes before the collision. It was given when the steamship was about 300 yards distant from the barkentine, and apparently about to strike her amid-ships; but the longer before the collision the better for the case of the barkentine. The putting her more against the wind had a tendency to stop her headway, and probably did reduce her speed to 2 or 3 miles an hour. At the moment of the collision her sails were aback or fluttering. This slackening of speed gave the steamer more time to cross her bows, and reduce the force of the impact, when they came together; and so far from the lufling throwing the barkentine more into the track of the steamer, the contrary is true. Her bow swung to the starboard—to the right—and if she had swung half round in the same direction she would have been parallel to the steamer and no collision would have occurred. It was the general duty of the barkentine to hold her course; but when the mate saw the steamer was crossing her bow, and likely to collide with the barkentine, it was his right and duty to do whatever seemed most likely to avert or diminish the impending calamity.

Notwithstanding, the steamer forged ahead on her course, at the rate of 13 knots an hour, when a slight deviation to port would have sent her clear of the barkentine, and prevented the collision.

As to the lights on the barkentine, the weight of the testimony is to the effect that they were in place and burning; but the testimony is not satisfactory as to their condition or quality. The libellants were practically challenged, on the hearing, to bring the red light into court for inspection. They failed to do so, and the reasonable inference is that it would have been found insufficient.

The case is one of mutual fault, and the damages must be divided, by requiring half the difference of the respective losses, if any, to be paid by the one sustaining the lesser loss to the other. *The Oregon*, 14 Sawy. 466, 42 Fed. Rep. 78, and 45 Fed. Rep. 62.

MOTION FOR A MODIFICATION OF THE DECREE.

(January 25, 1892.)

DEADY, District Judge. The order for a decree is modified as follows:

The decree of this court will be that the decrees in the cases of The Portland and The State of California are both reversed, and that they both be remanded to the district court, and there consolidated and tried as one case, upon the question of the amount of damages sustained by the Portland and State of California, respectively, by reason of the collision; and that, if either is shown to have sustained more damage than the other the lesser sum, with the costs of libellant in such case, shall be deducted from the greater sum, with costs, and the party sustaining the greater loss shall have a decree for the one-half of the remainder.

NOTICE TO MARINERS.

UNITED STATES OF AMERICA—NORTHERN AND NORTH-WESTERN LAKES.

Grosse Pointe Fog Signal

Notice is hereby given that on April 9, 1892, the first-class steam siren now used during thick or foggy weather at Grosse Pointe Light Station, Lake Michigan, Illinois, will be discontinued, and thereafter the fog signal at this station will be a 10-inch steam whistle, giving blasts of five seconds' duration, separated by alternate intervals of 20 and 40 seconds, thus:

Blast,	interval	Blast,	interval,
5 sec.	20 sec.	5 sec.	40 sec.

By order of the Lighthouse Board: JAMES A. GREER, Commodore U. S. Navy, Chairman. Office of the Lighthouse Board, Washington, D. C., March 24, 1892.

The following additions to, and changes in the buoyage of the 9th. Light House District, will be made on the opening of navigation, 1892.

STRAITS OF MACKINAC.

The iron buoys near Simmons' Reef, White Shoal and Gray's Reef will not be replaced. A spar buoy painted red and black will be placed at the south-west end of White Shoal. Light Ship No. 56 marks the north-east end. Waugoshance 19-foot shoal will be marked by a second-class nun buoy painted red and black.

Vienna Shoal will be marked by a second-class can buoy painted red and black..

CHANNEL NORTH OF BEAVER ISLANDS.

The 18-foot shoal north of Garden Island will be marked by a spar buoy painted red and black.

A second-class nun buoy painted black will be placed in 21 feet of water off the north end of Squaw Island Shoal. There is a shoal patch near the buoy to the southward.

GREEN BAY.

Peninsular Point buoy will be moved a short distance to the south, as the low water makes it hazardous to go near this buoy as at present located, especially while a sea is running.

The Horse Shoe Shoal Buoy will be placed half a mile east of its former position, and painted red instead of black.

A spar buoy painted red will be placed one mile northwest of Eagle Bluff lighthouse to mark the north-eastern edge of Strawberry Shoal.

A spar buoy painted red will be placed one mile and a quarter southwest by south from Eagle Bluff lighthouse to mark the southeast end of Strawberry Shoal.

The channel is here quite narrow and the buoy must be left close to on the starboord hand when bound south.

By order of the Lighthouse Board; NICOLL LUDLOW Commander U. S. Navy, Insur. of the L. H. District.

(ORGANIZED 1880.)

CLEVELAND VESSEL OWNERS' ASSOCIATION.

(Membership 1892)

One hundred and sixty-three steamers, and
One hundred and forty-four sail and barge, } Aggregating 298,127 tons.

Maintains shipping offices at Cleveland, Ashtabula Harbor, Fairport and Toledo. Regulates wages, protects crews and takes cognizance of all matters in the interest of the members and of the lake commerce generally.

OFFICERS:

H. M. HANNA, - - - - - - President.
M. A. BRADLEY, - - - - - - Vice-President.
GEORGE P. MCKAY, - - - - - Secretary and Treasurer.
H. D. GOULDER, - - - - - - Counsel.

MANAGERS OR ADVISORY BOARD:

H. M. Hanna, R. K. Winslow, Thomas Wilson, P. G. Minch, M. A. Bradley, W. D. Reese, Geo. P. McKay, J. H. Palmer, B. L. Pennington, W. C. Richardson, J. W. Moore, Jas. Corrigan, H. G. Dalton, H. H. Brown.

EXECUTIVE COMMITTEE:

H. M. Hanna, M. A. Bradley, Thomas Wilson, J. W. Moore, Geo. P. McKay, James Corrigan, B. L. Pennington.

THE MARINE RECORD.—Official Paper.

NEWS AROUND THE LAKES.

CLEVELAND, O.

The life saving station will go into commission April 20th, the crew is secured ready for physical examiation

Capt. A. L. Fitch, of the firm of C. W. Elphicke & Co., Chicago, visited Cleveland a few days ago in the interests of his firm. The captain represented Elphicke & Co. at the Detroit meeting of underwriters held last week, accompanied by Mr. J. B. Kellogg, another member of the firm.

Wreckers have been at work during the past two weeks on the stranded schooner David Stewart ashore on the beach at Madison, O. Capt. S. B. Grummond had this contract last fall for $5,000 and she will probably come off all right.

Capt. Carlton Graves, last season in the steamer Cormorant, having disposed of his interest in her, has now invested in the Keystone and will sail that steamer during the coming season.

The Cleveland Sand & Stone Co. have purchased a steambarge of 500 tons burthen, of light draft, and will bring to Cleveland the finest grade of shore sand used for building and other purposes.

Shipping-master A. R. Rumsey marked the opening of his shipping office for the season of 1892 by extending invitations to the local marine press on Saturday last to partake of a beefsteak dinner. The indomitable Al. officiated as master of the ceremonies in his usual affable, urbane and impressive style, while the repertorial staff discussed the viands with evident gusto. All admitted that the beefsteak was the primest of the prime, rich and rare and done to a turn. After the repast the "Kurnel" delivered a semi-political-historical speech on the past, present and future ethics embodied in handling deck hands, which was highly applauded.

The departures and arrivals of masters and engineers at all lake ports mark the early opening of navigation and the circulation of vessel owners' "spondoolicks" harvested and garnered from last season's labors. 1892 is generally admitted as being a fairly promising season and all hands are starting out with the intention of taking the best possible out of their advantages.

The steamer City of Detroit will depart from this port on Tuesdays, Thursdays and Saturdays at 10 o'clock P. M. until a revision of the time table.

The arrival of the D. & C. Line steamer City of Detroit on Monday, March 28th, announced the opening of navigation at this port. Capt. McKay reported a fine passage, coming along at a seventeen mile gait until within sixteen miles of port when they encountered ice about three feet thick in the ridges, three hours was consumed in making this distance, but the staunch handsome steamer churned her way through it in good style and without doing the least fraction of damage. Capt. J. McKay, Pilot A. Fletcher and Mate McLachlan are the same officers as last summer, and hundreds thronged the piers to welcome them on their first arrival for the season. Daily service will soon be inaugurated as a large volume of freight business is ahead of the Line. Strict discipline, careful navigation and general courtesy to the traveling public characterizes this favorite Line and there is every probability that the most prosperous season of its existence will be marked for 1892. It is certain that the popular daily excursions from this port during the summer months will meet with a wide patronage.

The steamer C. J. Kershaw is undergoing such well advised repairs that competent authority now rates her as having the structural strength and capability of several years ago. Cleveland owners are well aware of the fact that it does not always suffice to run up a repair bill, judicious repairs, in the right place and time is the key to a proper keeping up of floating property.

Officials of the Lighthouse Board visited Cleveland to witness the successful launch of the new lighthouse tender Lilac from the yards of the Globe Iron Works Co.

F. B. Smith, chief engineer of the steam yacht Wadena, resigned his position while the yacht was laying at Alexandria, and will return to the lakes. Mr. Smith took the yacht across the Atlantic and traversed the Mediterranean with her, and he says that no better sea boat ever floated than this handsome little craft

CHICAGO, ILLS.

Special Correspondence to The Marine Record.

Last Friday the steamer Albany was chartered for 50,000 bushels of corn for Buffalo on a through rate of 11 cents to New England. This was the first charter on a through rate this season, and it is slightly higher than usual.

The steamer Rube Richards and consort May Richards were chartered last week by Keith & Carr for wheat to Buffalo at 3¾ cents per bushel. The steamer City of Paris was chartered last week by Fleming & Co. for wheat to Buffalo at 3¾ cents per bushel.

The steamer Viking loaded with about 55,000 bushels of rye sank in the north branch of the river at Armour's elevator Tuesday night, March 22nd. The Dunham Towing & Wrecking Co. pumped her out and raised her, and her cargo was sold to Chicago parties Friday at 62 cents per bushel, the purchaser to unload the rye of which about 32,000 bushels was damaged.

Capt. C. M. Elson has purchased the schooner H. S. Moore from John Thornton, of Muskegon; consideration $2,000.

Among the vesselmen visiting Chicago during the past few days were Mr. John Corrigan, vessel-owner of Clevelond, Ohio; Mr. F. W. Gilchrist, of Alpena, Mich., owner of the steamer Viking and Mr. David Vance, accompanied by Capt. D. Sullivan from Milwaukee, Wis., also Capt. George McLeod, of Buffalo, and Capt. John Corcoran, of Milwaukee, Wis.

Capt. William B. Calbick, who was injured by falling into the Chicago Dry Dock Co.'s dock on the 10th inst., died at the Presbyterian Hospital Thursday morning, March 24th. The funeral took place Saturday morning from his late residence 512 West Erie street to the Episcopal Holy Nativity Mission where services were read, thence by carriage to Norwood Park Cemetery. The deceased was widely known and very much respected. Many old marine friends followed him to his last resting place.

The steamer Louisiana was chartered Tuesday by W. M. Egan for wheat to Buffalo at 3¾ cents.

Capt. W. M. Humphrey is here looking after the steamer John F. Eddy and consort John Shaw.

The Chicago E. M. B. A. No. 3 at their meeting on Wednesday of last week adopted and signed a petition against Congress exempting Chicago river from federal control and handing it over to the city authorities, as they considered such a step would be against their interests.

Monday Capt. J. S. Dunham received a memorial adopted by Cleveland vessel-owners protesting against exempting the Chicago river from Government control. They consider that such a step would be against their interests, and as they have a large trade in the Chicago harbor they will ask their Congressmen to fight the bill.

The case of the schooner Badger against the Seamen's Union for conspiracy came up for trial Monday before Judge Clifford. Assistant State Attorney Elliott and Attorney George Trude were for the prosecution, Attorneys Frank Walker and Huylet for the defense. The indictment which was drawn up by State's Attorney Longnecker, who was to have conducted the prosecution but handed over the case to Assistant State's Attorney Elliott at the last moment, did not indict President Elderkin, Secretary Lindholz and Delegate Nelson as officers of the Seamen's Union, but as individuals, and the evidence given by the prosecution which would probably have convicted them as officers of the Seamen's Union, failed to connect so as to convict them as private individuals. After six witnesses for the prosecution had given their testimony the case was brought to an end by the Judge who discharged the jury and the defendants. The members of the Seamen's Union of which a large number were present were greatly elated over the outcome of the case and gave three hearty cheers for the Union immediately they got outside of the court. The prosecution deserves much credit for the determined stand they have made as they marshalled their forces for the fifth time to do battle for the vessel-owners cause. Politics not justice rules in this city, Longnecker is a candidate for Governor and therefore needs votes.

A. K. McRae is going right ahead with his work of taking care of freight at this end of the route, like W. J. Connors has done so successfully in Buffalo. A well known Cleveland vesselman who is a worker and has the reputation of having or getting done all necessary work, has been engaged by McRae, and it is clearly a case of staying by their work and conquering opposition.

WILLIAMS.

DETROIT ITEMS.

Special Correspondence to The Marine Record.

DETROIT, MICH.—The C. W. Elphicke & Co. fleet have been put in first-class shape for the coming season's work. The steamers Ohio and Josephine have had their engines and upper works refitted and repaired. The schooner Thomas L. Parker has received new stringers, a new foremast, a deck hoisting engine with connections to pumps and windlass and other new work. The Parker is one of the best vessels of her class of tonnage now afloat, she has carried 1,294 tons, and loaded 47,000 bushels of wheat on a 14 feet draft. The C. P. Minch, wintering at Buffalo, has also been thoroughly overhauled, receiving a new rudder stock and all necessary repairs.

The Detroit Boat Works, whose product will be conspicuously represented in the marine section of transportation department at the Columbian Exposition, are building a steam yacht which, it is believed, will surpass in speed and elegance any craft of a similar class on the lakes. She will be 106 feet at the water line, 120 feet on deck, 16 feet beam and 8 feet deep. The frame is of oak, the hull of cedar and finishing of mahogany. Steam will be furnished by a 7x8 feet Roberts boiler at 200 pounds pressure to the 9¾, 14½ and 24 by 14 inch triple expansion Hodge engine. She will have an independent condenser. Mark Hopkins, of Detroit, is the owner.

Scott's Coast Pilot has been revised and many additions made to it for the season of 1892; all the aids to naviga- have been corrected up to the opening of navigation, and every intelligent mariner who is willing to keep posted on the regular and important changes, should have in their possession a copy of the latest and best new edition of Scott's Coast Pilot.

Several important changes have been made in Grummond's line of steamers for this season. The Atlantic will run in connection with the Flora and the De Pere to Mackinac from Cleveland, Toledo and Detroit, taking in the west shore of Lake Huron. The Atlantic will extend her trips to Green Bay this season, taking in the ports of Escanaba, Gladstone, Menominee and Manistique, making the round trip in ten days, or three trips monthly.

Two of the Crescent Line boats are being repaired here. The James Fiske Jr., is in Clark's dry dock receiving a pair of steel arches. The Samuel F. Hodge is in Oades' shipyard, and when the repairs are completed she will have new decks, rail, stanchions and bulwarks.

TORONTO, ONT.

Special Correspondence to The Marine Record.

The first departure of the season took place on Monday when the schooner Sir. C. T. Van Straubenzie, Capt. John Williams, cleared for Charlotte to load coal for the Ontario Coal Co.

The harbor-tug Frank Jackman, has received a new boiler built by the Polson Iron Co. The dimensions are 12 feet long by 5 feet 6 inches in diameter, to carry 120 lbs. steam.

The Toronto Ferry Co. have purchased all the steamers and outfit of the Island Park Ferry Co. so that they will now control the whole of the ferry business betweeen the city and the island.

Messrs. Sylvester Bros. have appointed Capt. George Williamson to the schooner J. G. Worts, and Capt. John Grebbin to the schooner St. Louis. The latter vessel is receiving a new main mast and a thorough overhauling preparatory to an early start.

Mr. Sam Mills, late engineer of the Alma Munro, has been appointed to the same position on the Monarch, of the Beatty Line. He and his assistant left here last week to commence fitting out.

Capt. Gordon Kane takes charge of the steam barge W. B. Hall, with E. M. Fox as chief engineer. They commence to fit out on the 1st. April.

The corporation of the city are taking steps to establish a life-saving patrol for the harbor this summer to render aid to those who may be unfortunate enough to meet with disaster, as there has been many cases of drowning during past years from row boats and sail boats. It is to be hoped that this service, if carried out, will be the means of saving many valuable lives.

The schooner Jessie H. Breck, that was capsized off Nine Mile Point two years ago this spring, was purchased last year by Capt. Andrew Thompson of this city. He had her placed in Davis' dry dock at Kingston and thoroughly overhauled below the water line, she was then towed to Toronto, where her repairs have been finished, consisting of new decks, stanchions, bulwarks and cabin, also two new spars. She will tow with the steam barge Africa this season.

The tug Onaping, of the Charlton Tug Line, in winter quarters here has received quite large repairs. She has had her metal sheathing removed to have her hull calked, her after deck raised and new decks, frames and covering board. She has also received a new boiler and stack built by the Doty Co. The dimensions of the boiler are 16 ft. long, by 10 ft. diameter, to carry 120 lbs. steam.

An action in connection with the Toronto Dry Dock Co., has just been commenced. Ten years ago when Alex. Coghill took the contract to build it for $13,000, his sureties, Capt. Ben Tripp and two other Toronto men, Coghill was unable to finish the work for the amount stated, and ultimately it cost the Dry Dock Co. $52,000 to complete

it. Now the company has commenced an action against Coghill's bondsmen for $26,500.

Capt. S. Crangle, president of the Canadian Marine Association, who went to Ottawa last week as a member of a deputation to urge on the government the importance of immediate action being taken in regard to the rebate of tolls on grain, returned on Friday last. He placed the views of the Marine Association before the members of the government in a very clear and forcible manner urging that the rebate be granted on grain transhipped at Kingston only, and that immediate action should be taken not only in the interests of the marine business at large. but also in that of the grain merchants of the country. His remarks were ably supplemented by Hon. G. A. Kirkpatrick and Capt. John Gaskin of Kingston, and Mr. D. G. Thompson of Montreal. The government promised a speedy issue of their regulations for this year. After the way in which this matter has been placed before the government they should have no hesitancy in issuing an order based on the line of the one that was in force last year if they wish to carry on the policy of protection that they have always advocated since being in power. Capt. Crangle left again for Ottawa on Monday night to interview the government again on the same question, as no decision has yet been reached, notwithstanding other reports. Capt Crangle also interviewed the minister of marine in relation to the recent order to steamboat inspectors re-adjustment of compasses to which reference was made in a former issue of THE MARINE RECORD. He was successful in having the order modified in such a degree that it will not apply to steamers trading in minor waters, and in cases where steamers have well known courses, if the master places these courses, in conjunction with the chart courses for the runs where they have been used, on the deviation cards supplied by the government, and certifies to their correctness, this card will be accepted in lieu of an adjusters certificate.

Since the formation of the Canadian Marine Association, influence has been brought to bear on the government to have a great many obnoxious rules either greatly modified or altogether rescinded so that those interested in floating property, should by this time see the many benefits that have been derived from unanimous action, and a great deal more interest should be taken in the work of the association than is now the rule. SPARTA.

BUFFALO, N. Y.

Special Correspondence to the Marine Record.

The steamers Avon and Portage have been purchased by H. C. French, of Buffalo, from the Union Steamboat Co., and will be run as the Union Transit Line from Buffalo to Duluth, stopping at Cleveland, Detroit, Sault Ste. Marie and the principal south shore ports of Lake Superior with package freight. It is proposed to add other steamers as occasion may arise.

Edward Smith, of Brown & Co-, has sold his one-third interest in the steamer E. S. Tice, to L. H. McCormick, of Bay City, at the rate of $50,000 for the whole. She will tow the Kingfisher and another barge.

General Manager Drake has made the following appointments for the steamers of the Lackawanna line, including the Florida and Wyoming, which have again been chartered for the season:

Steamers Lackawanna—Joseph Hulligan, master; W. B. Davis, engineer. Scranton—James H. Green, master; C. Van Evry, engineer. Russia—Frank Weinheimer; master; W. Brown, engineer. Newburgh—Isaac G. Bain, master; F. A. Barker, engineer. Grand Traverse—Henry Murphy, master; E. A. Carter, engineer. Florida—P. J. Kenney, master; George Wise, engineer. Wyoming—Robert Drury, master; J. Hess, engineer.

Harbormaster Doyle will have his office at No. 60 Main street.

Captain M. J. Galvin has sold the fine canal schooner E. P. Beals, owned by Captain Boland and others of Buffalo, to George Hall & Co. of Ogdensburg, on private terms. She is classed A 2, with a register valuation of $7,500.

John Hickler has sold to Stickney & Cram of Saginaw the tug being built for him by O'Grady & Maher at this port. She is 56 feet long, 14 feet beam, about 7½ feet in hold, and will have a 14 by 16 inch engine. She will be used in connection with the contractor's work at the Sault.

The propeller Arctic has been bought by Hollister Bros. of Tonawanda, who will put her in the lumber trade between Ludington and Chicago. The Arctic was built in 1864, measures 411 tons, and rated A2 last season. Her Lloyd's valuation was then $18,000.

KINGSTON, ONT.

Special Correspondence to The Marine Record.

In the Exchequer Court at Ottawa in the case of the Queen vs. the Odgensburg Transit Co. judgement was given for the plaintiff for the sum of $5,347 and interest at 6 per cent from December 8, 1890. This case arose out of a bond given by the defendants to indemnify the crown for injury done by a steamer belonging to them to the new Welland canal in 1889. The steamer collided with and carried away the gates of lock No. 16. The defendants refused to pay for the repairs when they were finished and the crown had to sue for the cost.

Joseph Deane, lock-keeper, died very suddenly at his residence, Kingston Mills, on the 24th inst. The news of his sudden death was a sad blow to the community, for he was looked up to and respected by all. He was a native of Tipperary County, Ireland, and emigrated to this country when a comparatively young man. He has occupied the position of lockmaster at Kingston Mills for twenty-four years and is well-known to mariners frequenting the Rideau Canal as a faithful, obliging servant. A wife, a daughter and two sons, one of them absent in the United States, are his family who mourn his loss.

John Evans has been appointed chief engineer on the Jessie Hall and Charles McSorley has been appointed to the same position on the James A. Walker.

Edward O'Neill has left for Algoma Mills to assume the position of chief engineer on the tug Metamora, owned by Burton Bros.

A very large and influential delegation from Montreal has been this week trying to induce the government to allow the rebate on canal tolls as last year. The Montreal *Gazette* has written one or two articles justifying the government in the granting of the rebate on grain, whether transhipped in Ogdensburg or Kingston. For many years the able editor of the Hamilton *Spectator*, Mr. Freed, has been advocating the deepening of the St. Lawrence canals in the interest of Western vessel owners and in a late issue of his paper he has written the following able article on the subject:

"It is greatly to be regretted that so able and influential a journal as the Montreal *Gazette* should advocate the granting of rebates of canal tolls on grain destined for Montreal and transhipped at Ogdensburg. So far as the *Gazette* desires to promote trade by the St. Lawrence it is in the right. To increase that trade will not only build up Montreal, but it will benefit the whole country. For it will attract more and better and swifter steamships to the St. Lawrence route; that will attract other traffic; the growth of traffic will cause increased competition; increased competition will lower freight charges; and the difference between high and low charges will go into the pockets of the farmers.

"But the trouble with Montreal men is that they think the sun rises at Hochelaga and sets at Lachine. They cannot imagine, or will not remember, that other interests exist as well as theirs. For many years vesselmen and western cities have been imploring the government to complete the St. Lawrence canals. Those canals should be completed at the earliest possible date, because the money so far spent on canal enlargement is money sunk until the whole chain of canals is completed. When they are completed the question of tolls will be settled. All the trade of the west will flow down the St. Lawrence; Montreal's trade will increase enormously; vessel owners will be busy, and the whole country will be benefitted. But so far Montreal has opposed the completion of the canals, because it is believed that some Montreal interests will suffer. Montreal wants the policy of the whole country to be shaped to promote not only her general interests, but particular and partial interests, careless of the welfare of the rest of the country. Her people want grain transshipped at Ogdensburg, careless whether the interests of Kingston suffer or not. If that were all we might let Kingston and Montreal fight it out. But far greater interests than those of Montreal and Kingston are in question. In the first place, if rebates of toll be granted on grain transshipped at Ogdensburg the Canadian lake marine will be pretty well wiped out of existence. Montreal men will care nothing for that if her own selfish interests are protected. In the next place, so soon as the canals are enlarged a great trade will spring up between lake ports and those of the maritime provinces. Nova Scotia coal will be burned in Hamilton and Toronto and provisions will be sent down from Ontario instead of going from the western states by way of Boston. The interests of the whole country are of greater importance than those of its chief commercial city."

No one in Canada is better able than Mr. Freed is to discuss this question, as he has given the matter a great deal of attention and has been a member of every delegation who has waited on the government for the past ten years with reference to this matter. MAGNET.

OWEN SOUND, ONT.

Special Correspondence to The Marine Record.

The appointments for the C. F. R. fleet are as follows: Athabasca, Capt. McDougal (late of the United Empire) 1st mate, Thomas Martin; 2nd mate, M. McPhee; chief engineer, W. Lockerbie; 2nd engineer, C. Robinson; steward, R. Matters; purser, W. McKendrick.

Alberta, Capt. McAllister; 1st mate, Louis Pyette; 2nd mate, R. Brown; chief engineer, A. Cameron, Sr.; 2nd engineer, W. Donaldson; steward or purser not yet known.

Manitoba, Capt. Anderson; 1st mate, J. McQuay; 2nd mate, Alex. McNabb; chief engineer, —— Kenney; 2nd engineer, D. Chalmers; steward, R. Masterdon; purser, W. Bethune.

The steam barge Kincardine has been undergoing repairs here for some time and will enter the dry dock as soon as the the river is free from ice.

The side wheel steamer Cambria which has been purchased by a Port Arthur company is receiving a thorough overhauling, she is intended to run between Port Arthur and Duluth. Capt. Marin will take command of her, James Black 1st mate.

The tug King which is being rebuilt for Maitland, Rixon & Co. under the supervision of Capt. John Simpson is nearing completion and will be ready to launch in a week or two.

Capt. James Foote (late of the Athabasca) will take command of the Beatty Line steamer United Empire this season. The C. P. R. are losing a good man in parting with Capt. Foote.

It is rumored here that the C. P. R. will reduce their men's wages on the boats from $16 per month to $12, this includes waiters, pantry men and deck hands.

The second revenue cutter being built here by the Polson company for the Dominion Government will soon be ready for launching.

This year is the dullest spring Owen Sound has experienced for some years in the marine circles.

The deputation which went to Ottawa to interview the Government on the dredging of the harbor have returned home quite satisfied over the success of their mission.

BAY CITY, MICH.

Special Correspondence to The Marine Record.

Capt. Howard L. Shaw left yesterday for Chicago, where he will take command of the steamship C. A. Eddy.

J. C. Brown will be steward and J. W. Keith clerk of the Lora this season, she will probably be put on the route between Benton Harbor and Chicago,

The steamer Wellington R. Burt has been sold by Maxwell, Lee and Pierce of this city to Toledo parties, the consideration being $10,000 cash. Every one here knew the Burt, and the river looked lonesome after she was taken to Toledo.

The river is clear of ice, the mild weather for a few days, followed by a strong northeast wind did the work. The fire tug Geyser has steam up ready for business. The first work of the season was done yesterday when the Louise transferred some lighters.

Capt. Morrison of St. Clair has arrived in the city to take charge of the Leuty, she goes into the dry dock to day to get a new wheel.

The passenger steamers Lora, Soo City, Ossifrage and Minnie M, which will be run in connection with the Vandalia railroad line, are being fitted up with the incandescent electric light plants at Wheelers.

The work of fitting out the steamer R. G. Stewart, of the Shore Line, has commenced and she will be ready for business in a few days. D. J. Brown, last year mate of the Stewart, will command her, while Fred Sherwood will be first engineer.

The Saginaw Bay Towing Association has made the following appointments so far for this season: Niagara—Capt. Frank Elliot, Sweepstakes—Capt. Fred Boutell, Charleton—Capt. Barney Morgan, Peter Smith—Capt. George H. Phelphs, Traveler—Capt Al. Forest, Ella Smith—Capt. Frank King.

The Davidson Transportation Co. has made the following assignment of officers: City of London—Capt. Michael Madden formerly of the City of Paris, City of Berlin—Capt. Cox, City of Glasgow—Capt. Van Lehman, Monohansett—Capt. George W. Pardee, Oneida—Capt. Thomas E. Black. The schooners of the fleet, the Celtic and Harold, will be commanded by Capts. George W. Starkey and W. R. Newton respectively.

Capt. James Davidson has sold one-third interest in the Lizzie Madden for $14,000 cash. The names of the purchasers are S. O. Fisher, one-ninth, William Sharp, one-ninth, Lizzie Madden, one-ninth. S. O. Fisher and Thomas Madden are the owners of the other two-thirds of the ship. The Lizzie Madden was formerly known as the Chenango. She was badly burned about two years ago, and was purchased by Capt. Davidson and given a thorough rebuild at his yard. She now rates in the Inland Lloyds as A1. She has a capacity of 700,000 feet of lumber or 40,000 bushels of corn. J. P. R.

ACROSS THE PACIFIC.

(IN REPLY TO MR. FRIETSCH'S PROBLEM.)

Editor of The Marine Record.

SARNIA, ONT., March 29, 1892.

From San Francisco to Yeddo the shortest route is as follows: First course N. 56° 50′ W. necessarily dropping to the westward in proportion as ship advances on the Great Circle Track. Intersecting the meridian of 151° 12′ W. Long. in Lat. 46° 8′ N. Crossing at an angle of N. 77° W. will reach the maximum Lat. in 48° 36′ N., Long. 169° 18′ W. From thence dropping to the southward, sailing on short chords and finally steering on his last course, approaching the port of Yeddo S. 54° 30′ N. (actual sailing time 23d. 6h. 20 min. .39). Arrives March 17th, 3h. 2 min. 39 sec., local mean time. Inbound ship for San Francisco will steer from point passing outward ship as follows: Mercator sailing 1409.5 miles, course S. 62° 38′ E. for 7 days 14h. 7m. 28s. at an average speed of 7.733 nearly per hour. Note all courses are true, will take the Ashtabula azimuth on board to keep Old Sol perpendicular. L. M.

A VICTORY FOR THE SEAMEN'S UNION.

A jury in Judge Clifford's court at Chicago, found, on Tuesday, under the instructions of the court, a verdict of not guilty in the conspiracy case against Thomas J. Elderkin president. and Robert Lindholz, secretary, of the Seamen's Union. Last June, Capt. Freer of the H. H. Badger, discharged a sailor named Kern. Another sailor named McGuire quit on account of Kern's discharge, and Capt. Freer refused to pay him $33 wages due him. The Seamen's Union sent walking delegate Thomas Nelson down to the boat to order the union men to quit, and the union passed an order to prevent any union men from working for E. C. Shubert, owner of the boat, until McGuire's wages were paid. Elderkin, Nelson and Lindholz were subsequently indicted for conspiracy to injure Shubert's business. Nelson left the city, and the other men stood trial. Later, on hearing the witnesses for the state, attorney Elliott told the court that he had been unable to make out a case of conspiracy. There was evidence to prove individual acts, but not a line of common intent. The judges therefere instructed the jury to bring in a verdict of acquittal.

OSWEGO MARINE.

ENGINEERS AND MASTERS BANQUET.

Special Correspondence to the Marine Record.

The marine engineers and vessel masters of Oswego are preparing to leave here for the opening of navigation on the lakes. Monday night the engineers tendered the vessel masters a banquet in their pleasant club rooms, "snug harbor," to which about one hundred and fifty invitations were sent out, nearly all were accepted and among those present were ex-Mayor Mitchell, Captain John Moulther, United States inspector of hulls, ex Alderman Parsons and McGann, Editor George A. Glynn, of the Utica Saturday Globe, Mr. H. R. Carrier, Jr., Mr. John K. Lynch, and other well known citizens. Those who were unable to be present sent letters of regret. The banquet was served by William Wagner, the well known caterer and the handsomely laid tables fairly groaned under the weight of good things provided. The reception committee consisting of Captain Timothy Hisgerty, Captain Thomas McGuire, Harry Gallagher, Thomas Navagh and Thomas Dorsey looked after the comfort of the guests in fine style. When the good things had been disposed of speeches and songs were in order, Peter Dougherty of the Engineers Association was toastmaster and set the ball in motion with one of those happy speeches for which he is famous. "Our Canal Schooners," was responded to by Captain Patrick Woods, and Dr. Lester took care of "The Medicine Chest," "Steam Versus Sail," was the theme discussed by Captain William Scott, who reviewed at length the important changes that have taken place in lake navigation in the past quarter of a century, "Deeper Waterways to the Sea," was the theme discussed by Mr. Thomas Navagh, while Frank Holland handled "The Ladies," dear creatures, in his usual pleasant style. There were many informal speeches and Captain Frank Maguire, Captain Thomas Joyce, Captain Henry Miner and Michael Gordon, sang several fine selections that drew forth hearty applause. Taken altogether the banquet was one of the most enjoyable affairs held in this city in many years. Promptly at 12 o'clock the company arose and drank to the health of the vessel masters and the marine engineers.

During the coming season Oswego men will command the following steamers and sailing vessels: Steamers, C. S. Parnell—Capt. Patrick Griffin, Monteagle—Capt. William Griffin; Saxon, of Cleveland—Capt. Steve Murphy; Hecla, Ogdensburg—Capt. Dan Hourigan; Arctic—Capt. James Pappa; E. P. Ross, Fair Haven—Captain Thomas McGire. Sailing vessels and barges, Annie M. Peterson—Capt. Charles Bough; Houghton—Capt. John Carr; Oliver Mitchell—Capt. Matt Hourigan; West Side—Capt. John McDowell; M. T. Dorming—Capt. Patrick Woods; Comanche, Capt. Patrick Hurley; Mystic Star—Capt. John Hurley; M. J. Cummings—Capt. Moltk; Willie Keller—Capt. James Gibson; Mills, Ogdensburg—Capt. James Langon; Bradley, Detroit—Capt. George Ritchards; W. H. Rounds, Toledo—Capt. George Williams; Reuben Dowd, Toledo—Capt. William Lennon; Moonlight, Cleveland—Capt. Frank Maguire; C. A. King, Detroit—Capt. Michael Pidgeon; Belle Hanscom, Detroit—Capt. Byron Hawkins; John T. Mott—Capt. George Blair. Capt. Patrick Hart and Capt. Morgan Hart will again this season command tugs in the Chicago creek.

Oswego men will act as engineers in the following steamers: Spencer Axtell, Monteagle; Jerry Moran, India, L. S. T. Co.; Frank Holland, E. P. Ross, Fair Haven; Robert Cronley, Gladstone, Cleveland; James Donovan, tug Wisconsin, Ashtabula.

Following have been engaged to go as captains and engineers of tugs doing contract work in the Soo River: Capt. Timothy Heagerty, Capt. Thomas Joyce, Capt. Larry Hart, Capt. William Spencer, Capt. A. L. Hubbard. Engineers, Harry Gallagher, Thomas Dorsey, John Pittingill, Michael Gordon, E. S. Manwarren, William Bishop.

There will be no changes in the tug fleet at this port, they will all be commanded as last season excepting the E. J. Redford. Capt. John Blackburn recently purchased the interest of Henry Featherstonehaugh and will command, George Ferris goes as first engineer.

Captain Peter Cronley is to command the new steam yacht designed by Gardner, of New York, for Mr. W. B. Coggswell of the Solvey Process Works, Syracuse. This new acquatic wonder is guaranteed to run thirty miles an hour or no sale and should she come up to the expectations of the designer she will be the fastest steamer that ever floated. She is being built on Long Island Sound, twelve miles from New York.

A VETERAN MARINER.

Special Correspondence to The Marine Record.

TORONTO, CAN.. March 28.—The principal topic of conversation along Toronto's water front is the sudden death of Capt. Frank Jackman, sr. At the time of his demise, which occurred last week, he was busy fitting out the tug Dolphin, in expectation of soon having to resume work at the Island improvement works which are being carried on here by the Dominion Government. All the mariners have a good word for the old man, and many are the reminiscences related.

The deceased skipper was born in England, but he came to Canada while yet quite young. For over forty years he had been sailing. Prior to 1860 he was in the schooner Albion and one or two other vessels. Then he sailed in the schooner Matilda Jane, in the schooner Marco Polo and after that in the Omar Pasha, both of which latter vessels traded principally on Lake Ontario and were owned by Messrs. Gooderham & Worts, distillers of this port, in conjunction with Capt. Jackman. In 1864 the Omar Pasha was cast away on Long Point at the foot of Lake Ontario, and next season the enterprising skipper took charge of the full-rigged brig Sea Gull and made a voyage to Port Natal, Africa, in company with his nephew, Capt. James Jackman, and Capt. May, with a cargo of deals and general merchandise; this trip occupied about fourteen months. After his return he took command of the schooner Mary Grover, a fore-and-after, which he sailed until 1869, when he was offered and accepted the post of ship's husband with the Conger Coal Co. of this port. He continued with this firm for three or four years, subsequently buying the fore-and aft schooner Marysburg, a vessel of about 12,000 bushels capacity. After the Marysburg he handled the schooner British Queen for one season, and then went as master into the sidewheel steamer Watertown, which plied between this port and the river Humber for some years. He also sailed the steamer Queen Victoria.

After this Capt. Jackman went into the tug business. His first tug was the Lady Franklin, then came the tugs Young Lion and Golden City; but these vessels were sailed and principally owned by Capt. Frank Jackman, jr., the deceased skipper's son. Young Capt. Frank bought the tug J. S. Clark from Capt. Crangle after this and had her rebuilt and renamed the Frank Jackman. This tug is at present the Toronto harbor tug. Capt. Frank Jackman, sr., rested on his oars for a few years, but, becoming wearied with a landsman's life, he purchased the tug Dolphin and fitted her out to work in connection with the Government improvements going on at the Island.

The old man was active and lively until the hour of his death. Other vessels he had an interest in during his career were the schooners J. G. Worts, Australia, Paragon and Annie Mulvey. Deceased leaves four daughters and one son. He was a Freemason and left a large circle of friends. J. A. C.

OFFICERS APPOINTED.

The following is the list of officers appointed by Mr. Frank Owen, superintendent of the Ogdensburg Transit Co.'s Line, for the season of 1892: Steamers, Governor Smith—Capt. W. S. Shay, Engineer James Turnbull, 1st mate Byron Brown, 2nd mate Thomas Woods; James R. Langdon—Capt. Harvey Brown, Engineer John N. Phillips, 1st mate A. J. Andrews; F. H. Prince—Capt. D. A. Kiah, Engineer Thomas J. Lehan, 1st mate Con Hallihan; A. McVittie—Capt. William Rollo, Engineer Morris Gore, 1st mate Edward Shay, 2nd mate John Reynolds; H. R. James—Capt. James Owen, Engineer D. G. Costello, 1st mate Edward Powers, 2nd mate John Smith; William J. Averell—Capt. W. D. Wait, Engineer Harris Higgins, 1st mate William Plumb, 2nd mate W. G. Malby; W. A. Haskell—Capt. W. H. Williams, Engineer Albert D. Houghton, 1st mate John H. Goodrich, 2nd mate William Storey, Jr.; W. L. Frost—Capt. Daniel Murphy, Engineer Robert Chestnut, Jr., 1st mate G. H. Clifford, 2nd mate S. Cline.

Capt. John Baxter, last season master of the whaleback barge No. 103, will command No. 121, a new steamer, this season.

Capt. Victor Bonnah, last year on the steamer W. H. Barnum, has been appointed master of the steamer J. C. Pringle. Her consort, Ben Harrison, will be sailed again by Capt. Fred Emory, and the Sweetheart by Capt. Robert Gillies. The Sunshine, which had been in this tow, has been sold to Mr. Petrie of Tonawanda.

CHANGE OF WIND SIGNALS.

The Weather Bureau, under the Department of Agriculture, will display the new code of signals on the lakes, beginning April 15th. The color heretofore used, (yellow) has been abandoned, and nothing but white, black and red will hereafter be displayed. The code to be introduced will be:

A red flag with a white center, displayed at stations, indicates that the winds expected will not be so severe but well found; sea-worthy vessels can meet them without danger.

A red flag with a black center indicates that the storm is expected to be severe.

The pennants displayed with the flags indicate the direction of the wind; red easterly (from northeast to south) white, westerly (from southwest to north.) The pennant above the flag indicates that the wind is expected to blow from the northerly quadrant; below, from the southerly quadrant.

The information signal consists of a red pennant similar to the direction pennants, and when displayed alone indicates that the local observer has received information from the central office of a storm covering a limited area, dangerous only for vessels about to sail to certain points. The signal is intended to be a notification to ship-masters that valuable information will be given them upon application to the local observer.

By night a red light will indicate easterly winds, and a white light above a red light will indicate westerly winds.

The system of weather, temperature and rain signals displayed throughout the country is distinct from the cautionary and storm signals, the latter being principally for the information of maritime interests, and are displayed at the principal ports of the lakes.

A number of changes have recently been made at several lake port weather offices as follows:

John H. Cleary, from Des Moines, Ia., has been ordered to open a second order station at Cheboygan, Mich.

George B. Ackerman, from St. Paul, Minn , has been ordered to duty as assistant at Grand Haven.

The display of wind signals will be resumed at the regular and special display stations on the lakes as follows: Lakes Michigan and Ontario April 1, Lakes St. Clair, Huron and Erie, and at Sault Ste. Marie April 15. Lake Superior May 1.

Petoskey Mich., has been discontinued as a display station

Harbor Springs, Mich, has been established as a special display station.

Huron O., has been established as a special display station, and will repeat Sandusky signals.

Rogers City, Mich., has been established as a special display station and will repeat Alpena signals.

Mr. Donaldson, assistant observer at Grand Haven, has been ordered to duty at Toledo O.

Observer Edward Evans, at Detroit, has been promoted to the grade of local forecast official at that port.

Thomas T. Owings has been ordered from Washington City to Buffalo as an assistant to weather observer Cuthbertson, at that port.

TREACHEROUS LEGISLATION.

BILLS NOW BEFORE CONGRESS INIMICAL TO THE INTERESTS OF UNITED STATES SHIPBUILDERS AND ALL INDUSTRIES CONNECTED THEREWITH.

The following H. R. Bill, No. 7023, introduced by Mr. Cochran, has been referred to the Committee on Merchant Marine and Fisheries.

A Bill to encourage American Shipbuilding, be it enacted. * * * That the Secretary of the Treasury is hereby authorized and directed to grant registers, as vessels of the United States, to such foreign-built steamships engaged in freight and passenger business, and sailing in an established line from a port in the United States, as are of a tonnage of not less than 8,000 tons, and capable of a speed of not less than twenty knots per hour, according to the existing method of Government test for speed, of which not less than ninety per centum of the shares of the capital of the foreign corporation or association owning the same was owned January first, eighteen hundred and ninety, and has continued to be owned until the passage of this act by citizens of the United States, including as such citizens corporations created under the laws of any of the States thereof, upon the American owners of such majority interest obtaining a full and complete transfer and title to such steamships from the foreign corporations owning the same: Provided, That such American owners shall, subsequent to the date of this law, have built, or have contracted to build, in American shipyards, steamships of an aggregate tonnage of not less in amount than that of the steamships so admitted to registry.

SEC. 2. That the Secretary of the Treasury, on being satisfied that such steamships so acquired by American citizens, or by such corporation or corporations as above set forth, are such as come within the provisions of this act, and that the American owners of such steamships, for which an American registry is to be granted under the provisions hereof, have built, or contracted to build in American shipyards steamships of an aggregate tonnage as set forth in the first section hereof, shall direct the bills of sale or transfer of the foreign-built steamships so acquired to be recorded in the office of the Collector of Customs of the proper collection district, and cause such steamships to be registered as vessels of the United States by said collector. After which, each of such vessels shall be entitled to all the rights and privileges of a vessel of the United States, except that it shall not be employed in the coastwise trade of the United States.

SEC. 3. That no further or other inspection shall be required for the said steamship or steamships than is now required for foreign steamships carrying passengers under the existing laws of the United States, and that a special certificate of inspection may be issued for each steamship registered under this act and that before issuing the registry to any such steamship as a vessel of the United States, the Collector of Customs of the proper collection district shall cause such steamship to be measured and described in accordance with the laws of the United States, which measurement and description shall be recited in the certificate of registry to be issued under this act.

SEC. 4. That any steamships so registered under the provisions of this act may be taken and used by the United States as cruisers or transports upon payment to the owners of the fair actual value at the time of taking between the United States and the owners, then the same shall be determined by two impartial appraisers, one to be appointed by each of said parties, who in case of disagreement shall select a third, the award of any two of the three so chosen to be final and conclusive.

FREE SHIP BILL.

Mr. Fithian introduced the following H R. bill 5441, and it has been favorably acted upon by the committee, but not as yet reported, although both majority and minority reports will no doubt be received on it, for the free admission to American registry of ships built in foreign countries: That from and after the first day of January, eighteen hundred and ninety-three, any citizen or citizens of the United States may purchase the whole of any steam or sail vessel, no matter where said vessel may have been built, whether within the United States or in a foreign country, or whether said vessel may have been owned in whole or in part by an alien or aliens; and said vessel shall be registered free of duty as to her hull, spars, appliances, outfit, and equipment (including boilers, engines and machinery, if a steam vessel) as a vessel of the United States by the collector in any port of entry of the United States to whom application for such registry may be made by said citizen or citizens, in the same manner as though said vessel had been built in the United States.

PATENTS.

The following selected list of marine inventions for which patents were recently granted is furnished especially for THE MARINE RECORD by J. Nota McGill, Washington, D. C.: E. L. Pahtz, Boston, Mass., screw-propulsion of vessels. R. J. Victor, New York, N. Y., steering-gear for vessels. Louis M. Sanders, Hancock, Mich., steam-steering gear. C. E. Emery, Brooklyn, N. Y., apparatus for regulating the rolling and pitching of vessels.

Notes.

CAPT. EBER WARD has concluded to stick to his new Ward's Line, but the boats are not all settled on yet. He will have the Toledo, J. C. Ford, probably the Saginaw Valley, and possibly the Northerner. Capt. M. J. Galvin will be the Buffalo agent again.

COMPLAINT has been made frequently during the past two seasons of navigation, regarding delay in getting the fog-horn on the main-land at Pelee, Lake Erie, in operation in thick weather. The apparatus is not of the kind required at such an important point, and the Canadian Department of Marine has in view the establishment of a new steam horn.

MUCH unconscious and unintended humor may be found in newspaper descriptions of machinery. The *Evening Post*, of New York, in describing a locomotive for street railway traction recently says: "The engine is of twenty-five horse power, and of the double cylinder pattern, so that it can be run either forward or backward." Doubtless, with a third cylinder, *Power* remarks, that engine could be run sideways. The same reporter would probably expect a four cylinder engine to go both ways at once.—*London Engineer*.

SENATOR FRYE, on March 18th, introduced a bill in Congress to provide for the punishment offences on the high seas. It provides for the punisment by a fine not exeeeding $1,000, or by imprisonment not exceeding one year, or both, of any person not a member of a crew of an American vessel within the admiralty jurisdiction of the United States and out of the jurisdiction of any particular State, who shall create any riot or disorder or commit any breach of the peace, or resist the crew in the performance of the commands of the officers of a vessel. Provision is also made for the punishment, by a fine not exceeding $1,000 or by imprisonment at hard labor not exceeding two years, of any person, not a member of the crew, who shall strike, injure or commit an assault upon any other person on a vessel out of the jurisdiction of the severel States, but within the admiralty jurisdiction of the United States. The statutes in regard to mutiny on shipboard are so amended as to provide for punishment of persons other than the crew who may incite or attempt to incite mutiny on any American vessel on the high seas.

THE NEWS AT DULUTH.

Special Correspondence to The Marine Record.

DULUTH, MINN.—Just now the attention of the lake public is attracted to the fight being made against Duluth's attempt to bridge its ship canal. Foremost in this fight are the vessel-owners of Buffalo and Cleveland and West Superior interests.

The reason for the opposition is said to be in the sentiment that whatever helps Duluth must necessarily hurt Superior. That feeling is happily, lacking, on the Duluth side the bay. The opposition of the vessel-owners can not be so easily explained. If it was a belief that the bridge would impede navigation there would be a show of reason, but it does not. As a matter of fact anything that tends to develop business at the head of the lake, as this does, is a help to the vessel trade, and consequently to the lake carriers. The bridge which it is intended to erect has been fully explained at the meeting of the United States engineers at Detroit, and it is evident that opposition to it cannot arise from any idea that it will impede navigation in any way. Indeed it it did there are other interests than those of the vesselmen, and it is only right that the people who have created at the head of Lake Superior a tremendous traffic for the vessel interests should be given their rights. That, at least, is the way the Duluth people put their case.

It is not probable that any city or any set of men have done so much for the deepening of lake channels, for the enlargement of the Sault Canal for the rapid construction of the new canal, and now for the deep channel between Duluth and Buffalo, as the city and chamber of commerce of Duluth, representatives of both have spent the winter in Washington before Congress, and the result of their work is evident in the River and Harbor Bill just reported. All this should entitle Duluth to speak with emphasis, and to demand a respectful and careful hearing where her interests are involved.

Lake Superior harbors fare well in the new River and Harbor Bill, as reported by the house committee. Duluth gets $80,000; the St. Louis River to Fond du lac, as was petitioned for, gets the expected nothing though it will likely fare better next time; Superior Bay and St. Louis Bay, $70,000; Two Harbors $30,000; Ashland $45,000; Grand Marais, (Minn) $10,000; Ontonagon $20,000; Marquette, $80,000. All this, as well as some small sums, is to he expended under the direction of Capt. Fisk, stationed at this city.

Signs of an early spring are less than a week ago, and the prophets have ceased their guessing. Wheat is coming in more rapidly, receipts for the past seven days having been over 1,000,000 bushels, and the cargo indications are excellent. This movement of wheat Duluthward was not expected so early but it will probably exceed in amount the expectations of the most sanguine. Besides wheat, the flour in stock grows rapidly and will be in large amount at the opening. Coal on docks has been depleted rapidly by the cold weather, and by an unexpected demand from the West. A few coal contracts have been made for the coming season, and it is estimated that over 2,000,000 tons will be handled at the head of the lake during the season. This will lead any previous year by about 15 per cent.

At the Steel Barge works the half a dozen vessels now under way are being pushed along rapidly, and there will be a great fleet of whales to start down in the spring. The big passenger ship is in *statu quo*, and bids fair to remain there a time at least. The Superior Steel Co. is turning out about 40 to 50 tons of plates daily, much less than was expected from the size of the plant. It contracted to use the entire product of the Duluth blast furnace. but has been able so far to use less than half this product. It will soon be compelled to work day and night to cerry out its contracts.

H. D. Turney & Co., of the big Columbus, O. coal shippers, have leased a large dock at the west end of the city, and will at once begin arranging it for their purposes. The dock is a solid filled structure, built last year by contractors Williams, Dougherty & Upham, and by J. B. Sutphin. It is 340 feet wide by 600 feet long. It will be extended 600 feet as soon as the ice breaks up. The dock is reached by the St. Paul & Duluth, Northern Pacific & Duluth Terminal Co. will soon be connected with the Duluth, Mesaba & Northern and Duluth & Winnipeg. It is the finest coal dock on the upper bay on the Minnesota side. Messrs Turney & Co., will make this city their Northwestern headquarters at once, though they have been doing business in Ashland for several years. They expect to handle this year at least 150,000 tons.

There is now in store here 101,000 bbls. of flour, of which 90,000 is waiting for navigation. Production of local mills last week was 18,340 bbls. Wheat stocks here now are 10,150,000 bushels, besides 400,000 afloat, and 360,000 other grain in store and afloat. A year ago stocks were 4,000,000 bushels at this date.

E. W. D.

LAKE HULL TARIFF FOR 1892.

DEDUCTION.

Deduct ¼ per cent for water bottoms.

Deduct 1 per cent for harbor tugs, with Lake privileges to the extent of 20 miles.

Deduct for excepted fire risk on steam craft, 6 cents per month.

Deduct for total loss and general average only, steam 10 per cent, sail 20 per cent.

DEDUCTIONS.

For risks not attaching until May 1st, 5 per cent of season rate.
" " " " " May 15 t. 10 " "
" " " " " June 1st 15 " "
" " " " " July 1st 20 " "
" " " " " Aug. 1st 25 " "
" " " " " Sept. 1st 30 " "
" " " " " Oct. 1st 40 " "
" " " " " Nov. 1st 55 " "

(No deduction for partially expired months except for month of May as above noted.)

CANCELLATIONS.

June 1st	Return	70	per cent of	Season Rate.
July 1st	"	60	"	"
August 1st	"	50	"	"
September 1st	"	40	"	"
October 1st	"	30	"	"
November 1st	"	20	"	"
November 15th	"	10	"	"

(No allowance for partially expired months except for month of November as above noted.)

☞ No general agent or company in any case to allow over 10 per cent commission to local agents, or any other consideration whatever, at any time whatsoever, and no agent, company or general agent shall be allowed to pay any part of his commission to any vessel owner, broker or any other person.

A PERFECT REPRODUCTION.

WASHINGTON, D. C., March 21st, 1892.

To The Publishers of the Marine Record.

I take pleasure in acknowledging receipt of a copy of your valuable paper of the 17th inst. containing a perfect reproduction of the group of Supervising Inspectors of steam vessels, as photographed from life at the recent meeting of the Board in this city. The reproduction if anything being an improvement over the original picture.

Respectfully yours,
J. A. DUMONT, Supervising Inspector General.

VALUATION IN POLICY.	150,000 and over	100,000 and under 150,000	75,000 and under 100,000	50,000 and under 75,000	25,000 and under 50,000	15,000 and under 25,000	10,000 and under 15,000	Under 10,000		Particular Average
LIMIT OF INSURANCE EXCEPT B. 1.	9/10	9/10	8/9	7/8	6/7	5/6	4/5	3/4		
STEAMERS A 1	2¾	3	3½	4	4½	5½	6½	8		
A 1½		3¾	4	4½	5	6	7	9		
A 2			4½	4¾	5½	6½	7½	9¾		
A 2½				6¼	6¾	7½	8¾	11		
LIMIT ⅔ ON B 1					8	9	10½	13		
Season April 1 to Nov. 30.										
SAIL. A 1			4¼	4¾	5¼	6	7	8½		
A 1½			4½	5	5½	6½	7½	9		
A 2				5¼	6	7	8	10		
A 2½					8	9	10	12		
LIMIT ⅔ ON B 1					9	11	12	14		
Season April 1 to Nov. 30.										
								5,000 and under 10,000	Under 5,000	
LAKE TUGS A 1 and A 1½					3½	4	4¾	5¾	7	5
A 2					4	4½	5¼	6¼	7½	6
A 2½							6	7	8¼	8
B 1							6¾	7¾	9	9
Season April 1 to Dec. 10.										

Deduct for total loss (actual or constructive only), 30 per cent.

Deductions for total loss and general average or total loss to be made after deducting for fire risk if excepted.

ADDITIONS.

For wrecking privileges on tugs, add 1 per cent.

When full wrecking privileges are not desired, policies may be endorsed permitted to wreck for ¼ per cent additional for each service rendered to October 1st, and thereafter at ½ per cent for each service rendered.

For yearly policies, add ¼ per cent to above rates.

For agreement to make loss or damage by fire to be settled under conditions of special clause add 50 cents for the season, with pro rata deductions for months expired. This clause to be attached to such marine policies only as include the fire risk.

Add for collision clause one per cent for season, with pro rata deductions for months expired, and cancellation.

RULES.

No allowance or deduction shall be made for portions of months expired except as below noted, and there shall be no suspension of the policy or rebate allowed for vessels lying up during the life of the policy.

Not more than six month's credit on premiums, and all notes to mature on or before November 1st on season risks.

Discount for cash at the rate of 6 per cent per annum.

Extensions. Free extension may be granted to December 5th, at noon, to all steamers which class A 1 and A 1½. A charge for extension on other vessels shall be made as follows: On steam vessels 10 per cent of the season rate, and on sail vessels or tow barges 20 per cent of the season rate. Such extension to be for five days from noon of November 30th, provided application be made for such extension before noon November 30th. A further extension may be granted from noon of December 5th on steamers only, and only for the purpose of completing an unfinished voyage, the charge for such extension shall be 5 per cent per day of the season rate.

The classification of Inland Lloyds 1892 Register to govern as to class and value. Value in policy not to be less than 80 per cent of valuation in Register, and not to exceed Register valuation with 10 per cent added thereto, except as noted below.

Vessels—Sail or steam (except tugs) under $25,000 not to be allowed any increased valuation.

THE ROUT OF THE FLOES.

JOHN A. COPELAND.

Soft does the zephyric south breeze blow,
Eroding Winter's crispy snow;
The floes in the bay begin to grind.
Around to the east the drift has veered;
Old Boreas bold his guns has cleared
To hurl at the gyves broadsides of wind.
He blows and blares, but his blasts are cold;
Frost tightens his grip a hundred-fold.
As Orion falls down to the west,
Over the landscape there drops a calm;
Boreas sighingly sings a psalm,
And hies him forth like a zephyr dressed.
Up from the south, from the west and east
Cirrus onrushes, to view the feast
Of the Wind-god on the Frost-god's fruit.
Rain-tears sink into fields of slush:
Cloud maids grieve for the coming crush
Of the pent-up water's frozen suit.
Pluvius brings to the gyves relent;
Boreas seems to be well content:
He swings to the west with hidden glee.
A roar! A race! And his host swoops down.
Brusque is his mien; he will surely drown
The harbor-foree with such piles of sea?
He gains his cause; with a mighty crack
The Ice gives way, and he throws it back,
Champing and chafing ton upon ton,
Right through the Gap in disordered rout.
The mariner raises a joyous shout.
"Navigation's clear; the ice has gone!"

Toronto, Canada.

THE City of Detroit opened navigation on Lake Erie March 28th.

The Marine Record.

ESTABLISHED 1878.

Published every Thursday, at 144 Superior Street, (Leader Building,) CLEVELAND, O.

IRVING B. SMITH. }
CAPT. JOHN SWAINSON, } - - - Proprietors.

BRANCH OFFICE,

CHICAGO, ILLS., - - - 252 South Water St.

THOMAS WILLIAMS, Associate Editor.

SUBSCRIPTION.

One copy, one year, postage paid, - - - - - - $2 00
One copy, one year, to foreign countries, - - - - $3 00
Invariably in advance.

ADVERTISING.

Rates given on application.

☞ Subscribers and others are respectfully invited to use the columns of THE MARINE RECORD for the discussion of pertinent topics and all matters relating to the welfare of the Lake Marine. N. B.—We do not hold ourselves responsible in any way for the views expressed by our correspondents. Contributions must in every case be accompanied by the full name and address of the writer, and be at this office not later than Wednesday morning.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, O., MARCH 31, 1892.

ST. MARY'S FALLS CANAL.

Special Telegram to The Marine Record.

SAULT ST. MARIE, MICH., March 31.—The present stage of water at the locks is fourteen feet three inches, and the probable stage at the opening of navigation will be fourteen feet. I place the date of opening of navigation on the "Soo" river at April 25th, but the lock will be in complete working order April 15th.

MARTIN LYNCH.

OUR thanks are due to the courteous superintendent of St. Mary's Falls Canal for information relative to the opening date and depth of water at the canal.

Two launches of high classed steel tonnage within twenty-four hours is the Cleveland shipbuilding record for this week, down East ports are simply "not in it."

GENERAL O. M. POE earnestly advocates a survey and re-survey of certain points on the lakes, the charts for which have now become obsolete. General Casey, Chief of Engineers, supports the views of General Poe in each particular, and the entire lake marine are with these officers in desiring the accomplishment of this estimable work.

IN another column of this issue may be found the new hull tariff for the season of 1892. It is noticeable that the multiplicity of strandings in the still waters of the connecting links of the lakes has aroused the underwriters to a revision of their general average rules, and a bureau of average adjusters is in process of formation, whose duties will be to make equitable adjustments on all losses brought before them.

AN Eastern contemporary states that steamers as well as sailing vessels are required to have an efficient fog-horn, to be sounded by mechanical means. Act March 3, 1885, (23 St. p. 438, c. 354, art. 12) does not so read. Sailing vessels or vessels under sail and not under steam may violate this statute, but a steam vessel or a vessel under steam, whether under sail or not, is not required at any time to use or sound this mechanical fog-horn. At least such is the rendering of the clause according to our best judgment and warranted by the universal custom now in force.

COAL freights ought to cut quite a figure in the earnings of vessel property this season, as it is conceded on all sides that a larger quantity will be transported over the lakes than ever before. The stock piles at lake receiving ports are running quite low, and while every effort will be turned to early shipments coal should no longer be carried as ballast, where this is found necessary the smallest possible quantity should be accepted. In any event the medium class of tonnage is likely to find a brisk trade in coal to light draft ports if only the freights are kept up to a fair living notch.

IT has been determined by competent authority and accepted in the United States admiralty courts as indubitable evidence, that a steamer about 400 feet long going at the rate of seven or eight knots an hour may be stopped or brought to a standstill in about three times her own length, at a speed of eleven knots in four times her own length, and a steamer 315 feet long proceeding at the rate of thirteen knots an hour may be stopped by promptly reversing in five times her own length. These particulars, arrived at through a mass of reliable expert evidence, has a positive bearing on the navigation of steamers on the Great Lakes or in comparatively still waters in any portion of the world, as the state of the weather relating to wind and sea has not evidently entered into the calculations of the experts framing this scale, the velocity or momentum of bulk being the objective point arrived at in their deliberations.

WITHOUT in any way qualifying the statement, we assert that the light-houses, light-ships, buoys, beacons, ranges and similar aids to navigation placed under the jurisdiction of the Light-House Board are the most positive and imperative necessities of commerce, they are the key to lake transportation and constitute in connection with the United States Engineer Corps in charge of rivers and harbors the *ne plus ultra* of navigational facilities. Congressmen appreciating the excellent and important work in which the Light-House Board is engaged, should see to it that a liberal appropriation, according to the estimates furnished for conserving the nation's commerce, is granted, as if there is one bureau more than another that eminently deserve the full measure of their estimates it is certainly the Light-House Board. Throughout the length and breadth of our land-locked waterways, the aids furnished to navigators are heartily appreciated and have been a leading factor in the development of our now enormous commerce, prompt transportation and arrivals at all lake or ocean ports is facilitated by the measure of service given to the mariner, and this service being regularly augmented, calls for more liberal appropriations each year, a fact which it is hoped the committee will not lose sight of in voting the estimates for the next fiscal year.

THE Senate bill No. 1681, asking for an appropriation to build two revenue cutters for the Great Lakes to replace the Andrew Johnson and the Bibb, has been adversely reported on by the Committee on Interstate and Foreign Commerce and amended so as to read one first-class revenue cutter for service on the lakes, with a displacement of not less than 450 tons, constructed and equipped to secure a speed of not less than fifteen knots per hour, at a cost of $150,000. This vessel would replace the worn-out Andrew Johnson, but there is no provision made for replacing the Bibb, although she was sold to private parties last fall. Either revenue cutters are required on the lakes, or they are not, in the former case the Bibb should be replaced, while if the latter assumption is correct no appropriation is necessary. The temporizing and parsimonious spirit evinced at Washington regarding lake affairs is becoming nauseating and markedly discriminatory if the volume of tonnage, commerce and transportation interests are good criterions. The appropriations in the river and harbor bill for the stationary if not waning commerce of the Mississippi is in marked contrast to the amount appropriated for lake improvements, and it is a thankless task to keep on petitioning, formulating requirements and elucidating manifold reasons for aids and improvements on the Great Lakes only to meet with at Washington the inevitable cheese-paring and niggardly appropriations of the past. The Lake Ontario district requires a revenue patrol equally as much as Lake Michigan and is just as well entitled to a new cutter built with a special adaptation for the service, so that the amended bill looked at in the light of the foregoing means to stultify or minimize the revenue patrol service on the lakes.

NATIONAL JURISDICTION.

As usual, Chicago interests and those holding large tracts of property at South Chicago are desirous of choking up entirely the already much used dumping channel for Chicago sewerage, ycleped the Chicago river. During the past few years every annoyance which it has been possible to heap upon the marine interests has characterized that port, so that the veritable "under bridges and over arches" mode of navigation has at last been exemplified in the environs of the metropolis of the illimatable West. The daily papers of the great windy city ably and honorably support the industry which has permitted Chicago to attain to its present commercial enormity; otherwise, we opine, the creek would have been closed to ordinary navigation, ere this.

But, now comes along the municipality, whose boodling mouthpieces have perchance concluded to be "seen" in the matter, with petitions to strengthen a bill now before Congress praying that the United States Government abrogate all Federal rights of control over the navigable portions of this much polluted stream, dignified by the name of river. It is desired by interested parties that the stream should be exempted from the provisions of the river and harbor act, which now equitably controls jurisdiction over the navigable waters of the United States.

The request is one of secession from the Federal laws and should not be tolerated, as such a precedent, if once established, might be used to the ultimate destruction of local rights in so far as the Federal authority now reaches.

Accepting the fact that the territory is now dominated by railroad and similar interests, who desire to shut out all communication by water, there is still an enormity of commerce whose very existence depends on an unobstructed waterway, which, up to the present time, has only been maintained through invoking the aid of the Federal government, as represented by the War Department. Petitions from all lake ports having marine transportation interests with Chicago are being circulated to assist in preventing this scheme from being accomplished, as there is little doubt that if the Federal authorities relinquish their jurisdiction over the stream the next step would be to erect bridges so as to seriously impede, if not to completely obstruct navigation, and then to pump out certain portions of the river and fill it in to make land. Nor is this an overdrawn estimate, for those who protest against the measure being carried out assert that they have no sympathy with those who deliberately plan the destruction of the commerce of the Chicago River in order that the Calumet River may become the legatee of our magnificent grain trade.

Every possible facility should be offered to navigation at Chicago, and even if such a state of affairs could be brought about, the point will be side-tracked sufficiently at the completion of the twenty-foot channel, then, perhaps, when Chicago sees her large commerce divided among several smaller ports, her citizens may become aroused to the fact that grasping monopolies had rode rough shod over a goose which laid golden eggs while their City Council voiced in unison the charms of the sacrifice.

It is a fraud upon every citizen of the United States to allow a natural and navigable water-way to become obstructed so as to impede the general commerce, as well might the waters of the upper Mississippi be subverted from their their proper source, or a permanent pontoon bridge be thrown across East River at New York, as to permit of the class-led portion of the Chicago municipality obtaining control of that stream. The War Department has stepped in judiciously when measures derogatory to commerce have been broached in connection with rivers and harbors, and no better conservator of the nation's rights is required to maintain a supervision over the acts of would-be destroyers of natural commercial facilities.

AMERICANS CAN BUILD AND EQUIP THEIR OWN TONNAGE.

We print this week under the caption of "Treacherous Legislation" the text of two bills, which, if carried through Congress, are destined to work irremediable hardship and injustice to the shipbuilding community and interests of this country.

Hon. W. W. Bates, late United States Commissioner of Navigation, repeatedly urged upon the notice of his departmental superiors his strong belief that paid emissaries existed at Washington for the purpose of assisting measures through Congress which were highly derogatory to the best interests of the United States merchant marine, and, judging from the number of bills now being presented containing these features, we are jealously prone to attach a direct significance to the forewarning.

It is a foregone conclusion, that no nation can have a naval or mercantile marine without the skill, material and facilities necessary for its construction; in other words, the purchase of fleets from foreign nations has been proved for palpable reasons to be ultimately and utterly abortive. The shipbuilders of the United States, and in mercantile tonnage, especially those of the Great Lakes, have demonstrated their ability on the lines of completed construction. Then why foist upon the country the foreign-built tonnage of jealous rivals? why jeopardize even a portion of this national industry by deliberate acts of Congress? or why legislate to take the bread from the mouths of thousands of skilled workmen now employed in our shipyards?

Americans can build and equip their own tonnage.

The hooks are pointed and the bait (if not gilded) is made tempting by the insidious enemy to American jurisprudence and political economy. Our legislators have now a choice of admitting to American registry or privileges superior yachting tonnage, (although equally as good vessels are now under construction in this country), partially rebuilt bottoms, foreign vessels trading for some time to American ports, vessels partly owned by citizens, and a sop is also thrown out to Americanize tonnage, providing that an order is given a United States shipyard to build an equal quantity of tonnage to that seeking registry, and finally H. R. bill 5441 asks free admission for all foreign built ships and machinery.

From the foregoing it will be seen that every possible loop-hole is being bombarded and the entire battery centered on the free ship bill, with the sinister intention of breaking down the barriers at the most unguarded legis-

lative points. If lobbying propensities are factors in legislative issues, and there can be but little doubt that even a meritorious bill requires careful steering, would it not be well for the shipbuilders of the United States to take a personal interest in this class of legislation by appointing a committee to take cognizance of such measures as are inimical to the general welfare of the craft? There are but few Congressmen who are versed in the maritime interests at stake when a free ship bill is permitted to enter into their deliberations. It is now so long since we had a mercantile marine that native interest has been subverted and the specious arguments of interested lobbyists might, perchance, be given undue weight, and it is on these grounds principally, that legislation injurious to the best interests of shipbuilders and the nation at large is liable to succeed if not counteracted at an early date.

It is not sufficient to point out the vast industry now being carried on in the advancement of shipbuilding in this country, nor to warn our legislative representatives of the death blow which would be given to the same through the admission of cheap-built foreign tonnage. Individual efforts are necessary to offset the persistent arguments of those seeking American registry, and to that end competent authority should be empowered to act, so as to properly guard against even the uninformed portion of the nation's law-makers, perpetrating the anomaly of bettering the condition of foreigners at the expense of our own population.

FEDERATION OF VESSEL INTERESTS.

The movement emanating from Buffalo and so auspiciously begun in Cleveland this week, looking towards an arrangement being made for a complete federation of lake vessel owning interests is a step which the shipowning community of the old country found to be imperative only a year ago, and the best results seem to have been attained from the combination.

The main support of all practical affairs and the expenses attending the establishment of shipping offices, etc., has hitherto been borne chiefly by the Cleveland Vessel Owners' Association, who have taken the initiative in all matters affecting the direct navigational interests of the season's work. This feature has become so palpable as to largely discount even the legislative functions of the Lake Carriers' Association, from whose rankst tonnage and influence is being gradually withdrawn and absorbed by the Cleveland and Michigan Associations.

The proposed federation, if organized on well considered lines, would, no doubt, redound to the ultimate benefit of all concerned, but the Cleveland Vessel Owners ought to hold fast to the excellent methods which they, after many years, have evolved, and not attempt to enter into any other arrangement until their standing had been clearly defined.

It would appear that an admirable constitution might be formed on the same lines as those on which this country is now governed; for instance, let each state organization protect and control its own tonnage and be entitled to a representation in the federal body, according to the tonnage or numerical strength of the State branch. By this means, an equitable proportion of all charges might be contributed to the general fund and the body be strengthened by obtaining the views, suggestions, amendments, etc., of the State branches.

However, the central committee, styled as managers, directors, advisory board, or by any similar term, a majority or preponderating influence ought to be closely guarded against and the representation made liberally inclusive of all active marine interests so that powerful railroad combinations could not at any time be in a position to veto or obstruct pertinent measures designed for the eventual benefit of exclusively marine transportation. On general principles; the inauguration of an inclusive body may be candidly advocated, but whether the several organizations may be successfully and harmoniously combined, is a question worthy of mature consideration, and before any radical changes are entered into the views of the entire marine community should be discreetly canvassed.

A MEETING TO CONSOLIDATE THE INTERESTS OF VESSEL-OWNERS ON THE GREAT LAKES.

A meeting of vessel-owners was held at Capt. James Corrigan's office Cleveland, Ohio, on Tuesday afternoon to consider plans for a general organization including a consolidation of the several vessel-owners Associations of the Great Lakes. There were present C. H. Keep, Secretary of the Lake Carriers' Association, and E. T. Evans, of Buffalo, the Western Manager of the Anchor Line and Lake Superior Transit Co. boats; M. A. Bradley, Capt. Thomas Wilson, Capt. James Corrigan, J. T. Hutchinson, B. L. Pennington, Capt. George P. McKay, Capt. John Mitchell, Capt. J. W. Moore, Capt. W. C. Richardson, Capt. C. E. Benham, H. A. Hawgood, Capt. William Mack, H. H. Brown, H. G. Dalton and H. D. Goulder. Mr. Pennington was appointed chairman and Mr. C. H. Keep, secretary. Capt. James Corrigan said that it was necessary to have a general organization, as little good could be accomplshed by local bodies and unless the vessel-owners were thoroughly organized they would have no end of trouble the coming season.

Mr. Evans said the Lake Carriers' Association was losing ground daily, members are dropping out and unless some new life was put into it it would fall through.

The Cleveland Vessel Owners' Association maintains shipping offices at Cleveland, Fairport, Ashtabula and Toledo. The total tonnage of the Association is 300,000 tons and owners pay at the rate of 3½ cents a ton. Mr. Keep said that a general organization with a tonnage of 500,000 tons at the same rate could establish shipping offices at Buffalo, Chicago, Milwaukee, Escanaba and Ashland at a total cost of $17,200, thus having all the important ports on the lakes cared for.

On a motion by Mr. Goulder, C. H. Keep, E. T. Evans, Capt. W. P. Henry and S. D. Caldwell, of Buffalo; and Capt. Thomas Wilson, H. A. Hawgood, B. L. Pennington, M. A. Bradley, Capt. James Corrigan, Capt. George P. McKay and H. G. Dalton, of Cleveland, were appointed a committee to formulate plans for a general organization to be submitted at a meeting of lake vessel-owners will be held within ten days Owners at all lake ports will be invited to send delegates to the meeting.

Capt. George P. McKay, H. D. Goulder and C. H. Keep were appointed a sub-committee to visit Detroit, Chicago, Milwaukee and other ports in the interest of the proposed organization and to learn the views of other interests as well as to advocate the formation of a well advised federation.

THE GROUNDING CLAUSE.

Vesselmen were somewhat at a loss to understand the provisions of the grounding clause introduced and formulated at the recent Detroit Convention of Underwriters to deal with losses arising on Grosse Point and similar places. They are now given to understand that this clause of the policy is only to give the underwriters protection against carelessness and the peculiar maneuvers of tug men, andt hat in all unforeseen accidents the losses will be cheerfully paid. The paragraph or section not well understood was approved by H. D. Goulder. the admiralty attorney of Cleveland and is as follows: "There shall be no liability under this policy for expense of labor, lightering, tow boat hire, hawsers and other similar charges incurred to float the vessel hereby insured when grounded at or near Grosse Point, near the entrance to Detroit River, or in any river, bay, harbor or channel where the known shallowness of the water in the channel is such as to render such grounding incidental to the navigation of that locality, unless the said vessel has been forced aground by some extraordinary and unforseen action of the elements." William Lovering of Buffalo, A. R. Manning of Cleveland, and J. B. Kellogg of Chicago are appointed as average adjusters.

LAUNCH OF THE LIGHTHOUSE TENDER LILAC.

The launch of the Lighthouse tender Lilac took place from the yards of the Globe Iron Works Company, Cleveland, O., on Wednesday afternoon at 3 o'clock.

Although the weather was showery and overcast a large number of visitors attended the launch, and complimentary remarks on the finished appearance of the hull were heard on all sides. The "Globe" is always punctual, and precisely at 3 p. m. Superintendent John Smith gave the signal which sent the Lilac out on her career. Mr. Luther Allen, secretary and treasurer of the Globe Iron Works Company, who is always on hand to do the honors at the christening, stationed his handsome little daughter, Lois Augusta, aged 8 years, at the stem, with a bottle of Pomeroy Sec, and the moment the keel touched the water, the gallant little lady broke the bottle on the stem with as much grace and composure as her counterpart of ten years seniority might have done, and No. 44 is hence known as the Lilac. On coming ashore, loaded down with a bouquet almost as big as herself, Miss Lois received the warm congratulations of the lighthouse officials and a number of local friends. It is safe logic to assert that everthing ought to be done decently and in order, and if the the initial ceremony bears any relation to the successful career of the Lighthouse Board's latest addition, we may be pardoned for believing that the Lilac will never of her own accord go where she ought not to, or cut up any unseemly capers. This belief is warranted on the grounds of her virginal and orderly baptism.

The Lilac is built of Siemens-Martin mild steel and her construction throughout has been under the zealous supervision of Mr. Janson, of the Lighthouse Board, a gentleman whose skill and scientific attainments in shipbuilding it would be difficult to surpass. Her dimensions are 155 feet over all, 145 feet between perpendiculars, beam molded 26 feet 6 inches, hold from beams to keel plate 15 feet 2 inches, from double bottom to beams 12 feet 4 inches. She has a double bottom 34 inches deep amidships, and continued up the bilges to light water mark, divided into four separate water-tight compartments, so that the entire outer bottom, or shell plates, might be torn off and the vessel would remain perfectly tight and seaworthy. Seven thwartship watertight bulkheads are placed in her. Outside there are bilge keels heavy enough to allow the vessel to ground in a dry harbor, and sufficient to keep her as steady as a church, even in a gale of wind and high sea. She will be schooner rigged, have steam steering gear. windlass and hoisting engines, electric plant for search light and illumination. Her engines are of the inverted cylinder, surface-condensing, fore and aft, compound type, 22 and 41 inhces in diameter, with 40-inch stroke. Two boilers 10 feet 8 inches in diameter, and 10 feet 9 inches long, fitted with corrugated furnaces, and tested for 165 pounds steam. The engines will develop 600 I. H. P. at 110 revolutions per minute, on a coal consumption of 2¼ ponnds I. H. P. at 100 pounds pressure of steam to the square inch.

Among the gentlemen present at the launch we noted Commander Coffin, Naval secretary of the Lighthouse Board, Washington, D. C.; Commander Ludlow, U. S. N., Chicago; Commander Woodward, U. S. N., Buffalo; Commander Wildes, U. S. N., Portland, Me.; Captain Howison, U. S. N.; Mr. Walfred Sylven, Chief of Construction for the Lighthouse Board. The lake merchant marine was also well represented by Captains De Wolf, Wilford, Murch, Mallory, Mooney, Ross, Coe, and other well known gentlemen who expressed themselves as being highly pleased at viewing the handsome little craft and the workmanlike manner in which the launch was carried out.

LAUNCH OF THE FREIGHT MONITOR ANDASTE.

The Cleveland Shipbuilding Company launched from their yards at 3 p. m. to-day the large monitor type steel freight steamer Andaste, built to the order of the Lake Superior Iron Company. This steamer is of a special model, and is the first of a fleet which the Cleveland Ship Building Company will build for lake service. A large number of visitors attended at the shipyard, to witness the launch of this new type of freight carrier. Precisely at 3 p. m. Superintendent Bristow signalled the cut away order which released the vessel from the blocks on which the construction has grown so rapidly under the skillful and energetic hands of her builders, and amidst a perfect buble of cheers and the tooting of steam whistles the large hull slid gracefully and successfully down the ways. The utmost precision is found necessary when launching from the blocks which the Andaste was built on, as a bridge abutment occupies the centre of the river, and the stern of the vessel must always clear this obstruction. However, the excellent arrangements which the builders have now adopted of having tow boats ahead, to straighten up the hull as soon as it becomes waterborne, makes all launches, even at this berth, an eminent success, and the launch of the Andaste was no exception to the usual practice. The general dimensions of the Andaste are 280 feet over all, 266 fest keel, 38 feet beam, and 23 feet depth of hold. Her engines are of the triple expansion type, cylinders 17, 29 and 47 by 36 inch stroke. two boilers 11 by 11 feet and she will carry about 3,000 tons of cargo on a draft of 16 feet, at a speed of 12 miles per hour.

The Andaste will enter the Lake Superior iron ore trade at the early opening of navigation, and all who have seen her pronounce the construction as being the embodiment of structural stability on the most economical principles nf shipbuilding yet devised.

Another keel will be laid ou the blocks just vacated, and the construction will be pushed along at as brisk a rate as possible, so that at least three more monitors will be ready to enter the list for a share of this season's freight carrying patronage, and as the yards of the Cleveland Shipbuilding Company are equipped to turn out a hull every six weeks, orders will not be held long on hand. The second monitor, to be named the Choctaw, is now well advanced, and will be launched in about two weeks.

A TRAINING SCHOOL SHIP FOR THE LAKES.

George W. Gardner, ex-mayor of Cleveland and commodore of the Lake Yachting Association, has written to the Secretary of the Treasury requesting that the United States steamer Michigan be converted into a naval training ship for boys, and station her at Cleveland. The Michigan is the oldest war vessel in actual service having been built in 1843. "The Michigan," Commodore Gardner says, "is 170 feet long with a beam of 47 feet. She has accommodations for at least 300 boys and her services would discount a dozen farm schools. There is need on the lakes of good competent sailors. The Michigan could give the boys a thorough training. The lakes are eminently entitled to this consideration and it is to be hoped that Mr. Gardner's suggestion will be favorably acted upon.

Following is the full text of Commodore Gardner's letter to Mr. Foster:

Hon. Charles Foster, Washington, D. C.—Dear Sir:—Once upon a time a gentleman named Foster, with whom you have some personal acquaintance, was governor of Ohio. During one of his terms he recommended in his message the establishment of a training ship on Lake Erie. This was followed by the board of trade and city council of Cleveland adopting resolutions, introduced by the writer, covering a similar proposition. In this morning's papers is a statement that the boilers of the United States steamer Michigan have been condemned and that she is to be towed to Buffalo for an examination of her hull, etc. Now, why should not the general government transform this ship into a training ship for boys, say to be located at this port. where she would find a safe harbor in the West Side breakwater basin and from which make an occasional trip for practice. The Michigan may be condemned on examination, and yet from the fact that the hull is of iron I haven't the least doubt but that she could be fixed at comparatively light expense and be made seaworthy and in usable condition for a training ship to last for years to come, while, if sold, as is usual with government vessels, she will likely go for a song. She has sail and rig sufficient to make a good school in that line, and with new boilers and some little change in interior arrangement could be made to accommodate a large number of boys, to whom mental and manual instruction could be given. The results would be most beneficent and beneficial to others in many ways—beneficent because many a waif could be taken on board and taught to be of value to himself and to the community. He would be educated for practical purposes, and become intelligent in navigation as a practical sailor. There is no doubt but that every marine interest of the entire chain of inland lakes would recommend this very proposition, for there is need of additional intelligent practical seamen all over the waters. May I trouble you, though the Michigan is not in your department, with this suggestion, and are you willing to make inquiry and suggestions with a view of accomplishing the object of securing a boy's training ship for the lakes. Your friend.

GEORGE W. GARDNER.

PROPOSALS.

TREASURY DEPARTMENT, WASHington, D. C., March 11, 1892. Sealed proposals for constructing two steam launches for the United States Revenue Cutter Service, for Puget Sound, will be received at this Department until 2 o'clock p. m., Saturday, April 23, 1892. Bids must be in accordance with the instructions accompanying the specifications, and be addressed to the Secretary of the Treasury, and be indorsed on the envelope, "Proposals for Steam launches for Revenue-Cuttter Service." Specifications for the work will be furnished to parties desiring to submit bids, upon application to the Department and to the collectors of customs at San Francisco, Cal., and Port Townsend, Wash. The right is reserved to reject any or all bids and to waive defects, if deemed for the interest of the Government so to do. O. L. Spaulding, Acting Secretary. 3-24-4-7

TO IRON MANUFACTURERS. OFFICE of U. S. Light-house Engineer, 9th District, Detroit, Mich., March 28, 1892. Proposals will be received at this office until 12 o'clock M. of Thursday, the 14th day of April, 1892, for furnishing all the material and labor necessary for the construction of metal work required for the storehouse to be erected at Light-House Depot, St. Joseph, Mich. Plans, specifications, forms of proposal and other information may be obtained on application to this office. The right is reserved to reject any or all bids and to waive any defects. William Ludlow, Light-House Engineer. 1t

TO CONTRACTORS AND BUILDERS. Office of U. S. Light-House Engineer, 9th District, Detroit, Mich., March 28, 1892. Proposals will be received at this office until 12 o'clock noon of Thursday, the 14th day of April, 1892, for furnishing the material and labor of all kinds necessary for the complete construction of the Storehouse, Keeper's Dwelling and Carpenter and Lampist Shops for Light-House Depot at St. Joseph, Mich. Plans, specifications, forms of proposal and other information may be obtained on application to this office. The right is reserved to reject any or all bids and to waive any defects. William Ludlow, Light-House Engineer. 1t

WETSERN TRAVEL ON THE NICKEL PLATE.

Numerous letters of inquiry for information relative to rates and routes to the west, received at the general ticket office of the New York, Chicago & St. Louis Railroad in Cleveland, O., indicates an increasing desire to seek homes in some of the new states recently admitted into the Union. With fully matured state governments, those of our people who contemplate a future home in the great west, feel a greater confidence in investing than was felt under their uncertain futures as territorial governments.

North of Utah and south of the British possessions, the entire distance from the Atlantic to the Pacific Oceans may be traversed within the boundaries of free and independent states of the American Union. In any of these, west of the Great Lakes, fertile farming lands may be secured at a nominal cost, and with the almost innumerable towns and cities which from year to year spring into oppulent existence as if by magic, it is a matter of no surprise that many of our most energetic and ambitious citizens become restless and dissatisfied in our over-crowded communities, and aspire to enjoy the advantages offered, not only to the agriculturist or stockman, but in almost any of the branches of industry which spring into successful existence wherever the plow point is entered, or the miner's pick lays bare the treasures of the earth.

Special care has been taken to supply all ticket offices of the Nickel Plate with maps and printed information of interest to those contemplating a home in any part of the west, and also their facilities for ticketing passengers and checking baggage to any point in the United States, Canada or Mexico, are ample. If the information desired is not in possession of the agent when called for, the same will be procured at once, and by telegraph if necessary. Special advantages in rates may be secured at any time by consulting agents of the Nickle Plate. t May 1.

ORGANIZED 1881.

Michigan Fire and Marine Insurance Co.,

DETROIT, MICH.

CAPITAL, - - - -	$ 400,000
ASSETS, - - -	900,000
LOSSES PAID, over - - -	1,500,000

D. WHITNEY, JR. PRESIDENT. EUGENE HARBECK, SECRETARY.

This Company will transact a Hull and Cargo business on the Lakes during the season of 1892.

LOSSES PROMPTLY PAID. INSURE IN A STRONG HOME COMPANY.

MARINE AND INLAND INSURANCE.

Atlantic Mutual Insurance Company,

(ORGANIZED 1842.)

Office, 51 Wall Street, NEW YORK.

INSURES AGAINST MARINE AND INLAND TRANSPORTATION RISKS AND WILL ISSUE POLICIES MAKING LOSS PAYABLE IN ENGLAND.

Assets over $10,000,000.00, for the Security of its Policies.

The profits of the Company revert to the assured, and are divided annually upon the premiums terminated during the year; thereby reducing the cost of insurance. For such dividends, certificates are issued bearing interest until ordered to be redeemed, in accordance with the charter.

J. D. JONES. Prest. W. H. H. MOORE. Vice-Prest. A. A. RAVEN, 2nd Vice-Prest. J. H. CHAPMAN, Secy.

F. P. BUDDEN, President. W. E. VOLZ, Secretary & Treasurer.

SOUTH BROOKLYN STEAM ENGINE WORKS.

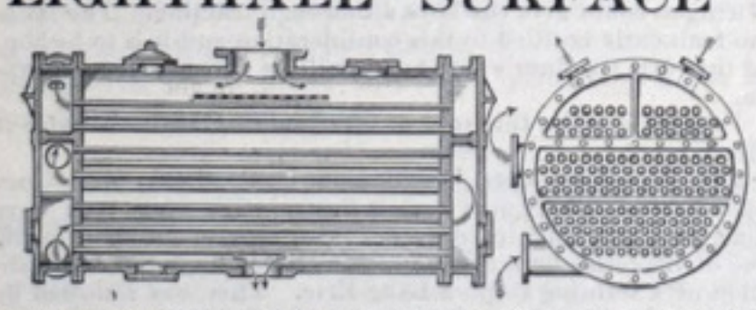
SUCCESSORS TO WILLIAM A. LIGHTHALL. VAN BRUNT & SUMMIT STREETS,

LIGHTHALL SURFACE CONDENSERS.

BROOKLYN, N. Y.

BUILDERS OF THE

Pat. Combined Surface Condenser and Feed Water Heater.



Lighthall Surface Condenser with Cobb's Improvements. Light Weight Brass Condensers a Specialty. Also Feed Water Heaters, Tube Heads, Screw Glands, Packings, Etc.

Builders of Brass and Composition Surface Condensers for U. S. Cruisers MAINE, No. 11, Gunboats Nos. 5 & 6, CONCORD and BENNINGTON and HARBOR DEFENCE RAM.

H. B. & G. B. BURGER,

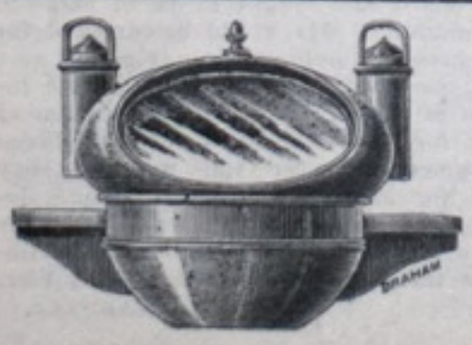
SHIP-BUILDERS & CONTRACTORS.

MANITOWOC DRY DOCK.

Dry Dock will admit Vessels of 1100 tons drawing 12 feet. Have also a set of Boxes in connection with the Shipyard capable of lifting Vessels of 350 tons. A large stock of SPARS constantly on hand. LARGE SPAR DERRICK.

Vessels Docked and Repaired on Reasonable Terms.

MANITOWOC, WIS.



FRANK MORRISON, COMPASS ADJUSTER

AND MANUFACTURER OF

NAUTICAL INSTRUMENTS.

COMPASSES, BAROMETERS, PATENT LOGS, BINNACLES, STEAM GAUGES, MARINE GLASSES, ENGINE INDICATORS.

All Nautical Instruments Carefully Repaired.

Office with Upson, Walton & Co., 161 River St., Cleveland, O

Insurance Company of North America.

INCORPORATED 1794.

CAPITAL, PAID UP IN CASH, -	$3,000,000.00
ASSETS. - - - - -	$9,273,220.00

CHARLES PLATT, President. WILLIAM A. PLATT, Vice-President.
EUGENE L. ELLISON, 2nd Vice-President. GREVILLE E. FRYER, Sec'y & Treas.
JOHN H. ATWOOD, Assistant Secretary.

LAKE MARINE DEPARTMENT.

GEORGE L. McCURDY, MANAGER. CHICAGO, ILLS

CAPITAL, $300,000.

THE MARINE BANK COMPANY,

CLEVELAND, OHIO.

INCORPORATED IN 1891 UNDER STATE LAW.

Successors to E. B. HALE & CO., established in 1852.

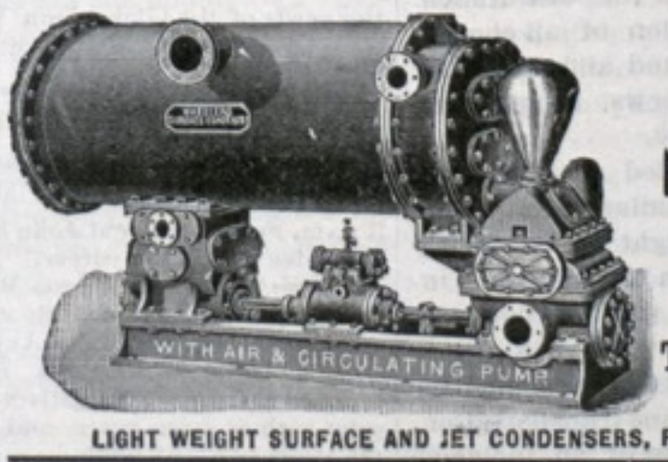
DIRECTORS.

W. H. BARRISS, President.		C. E. BURKE.
H. C. RANNEY, Vice-President.		THOS. FITZPATRICK.
W. B. HALE, Cashier.	MARTIN BONNELL.	THOS. H. WHITE.

Would be pleased to meet or correspond with any one whose present Banking relations are not entirely satisfactory, or who, for any reason, propose to open a new account.

We promise to make every effort to make our Bank a safe, agreeable and profitable place to do business.

WHEELER CONDENSER AND ENGINEERING CO.,



92 & 94 Liberty St., NEW YORK.

Proprietors and Manufacturers of

WHEELER'S IMPROVED

Patent SURFACE CONDENSERS

ALSO THE

Wheeler "Admiralty" Condenser,

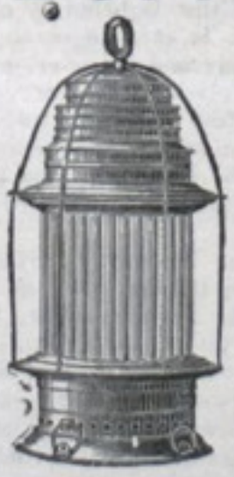
WITH PATENT SCREW GLANDS,

The Wheeler-Lighthall Condenser

With Patent Waterproof Packing.

LIGHT WEIGHT SURFACE AND JET CONDENSERS, FOR STEAM YACHTS, ETC., A SPECIALTY

BUFFALO SIGNAL LAMPS,



For Steamers and Sailing Vessels.

PATENT FLUTED LENS AND PERFECT COLORS.

GET THE BEST AND AVOID COLLISIONS.

MANUFACTURED BY

RUSSELL & WATSON,

Successors to FELTHOUSEN & RUSSELL.

139 & 141 Main St. BUFFALO, N. Y.

SEND FOR CATALOGUE.

PEARSON'S DUMB COMPASS.

The most essential instrument for Mariners to find the COMPASS ERRORS; with full instructions how to use it.

Manufactured by L. BECKMANN, 319 Adams Street, TOLEDO, OHIO.

LIBERAL DISCOUNT TO THE TRADE.

Also full line of BAROMETERS AND MARINE GLASSES.